NAGASAKI PAST AND PRESENT. Frem Our Own Correspondent.

NAGASAKI, July 10, 1860. Nagasaki, in a part of the world where centuries are counted small fractions in the lapse of time, is a modern city. Not quite three centuries have elapsed since the Prince of Omura gave license to a few Portuguese adventurers to establish themselves on the beautiful Bay of Nagasaki, and soou after invited Father Torres to found on the same spot a Catholic church and city. Thus Nagasaki was wholly built up under a foreign influence, and speedily became the seat of the Romish power in Japan. Churches, cathedrals, and seats of learning occupied the hill sites, and the monk's finkling ing occupied the hill sites, and the monk's tinking bell was heard in the street calling the heathen to repentance. Not a vestige of the Church's glory remains. All the buildings, memorials, dates, insignia, have been obliterated, the abodes of the dead despoiled, and the Buddhist priest strikes lis bell and calls on Amida on ground once consecrate to the Virgin. Protected by the Prince of Omura, and enriched by foreign commerce, Nagasaki soon grew up into a large city. If we may trust the old chroniclers, the city has not increased much in modern times. Knempfer speaks of the fifty junks at anchor in the bay, of the sixty temples on the hills, and the population of sixty thousand in his time-scarcely more than that number of junks lie there at anchor to-day. The city can boast but iew additional temples, and though I heard the population commonly estimated among the foreign residents at from 60,000 to 75,000 inhabitants, I would prefer to take the estimate of an intelligent native who placed it at about 50 000. The population of Japanese towns is liable to be over-estimated in the first casual survey, especially if compared with Chinese cities and their teeming population. In Nagasaki, as elsewhere, the numerous temples, with their spacious ground inclosures, occupy a large share of the inhabited town. Then there are the ample inclosures of official buildings and residences, while the private residences are not so closely compacted, having very commonly each its own small court or rear garden. The streets of Nagasaki have the convenient width and cleanliness of the approved Japanese pattern, and are bordered by the usual neat cottages of one and two stories, the quiet shops, and strong fire-proof warehouses, with hard-finished white walls and overhanging roofs of dark and white tiles. Many of the streets are long, handsome ave-nues, of two to two-and-a-half rods wide, with a smooth, well-beaten, and ever cleanly-swept roadway, in the center of which is a stone pavement of a few feet in width. Japanese sidewalks are always in the center of the street.

The situation of the city assists to good drainage, and everywhere pure water from the hills was flowing down the stone channels of the street gut-ters, importing to the whole city a refreshing cleanliness and salmerity. Buildings of two stories are more common than in Yeddo Bay, owing probably to the greater trequency and severity of earth-quakes about the latter. Residents for half a year in Nagasaki had not feet the first shock of an earthquale, while at Kanagawa in June the earth has labored with agae-throes almost quotidian. The largest of the three rivers which flow into the bay is crossed by a score or more of substantial ston-bridges, one and two arched, the former usually The arches were destitute of key-stone, and though neatly and substantially built, would not be likely to endure the earthquake shocks of Eastern Japan. Several of them were so covered with clinging vines and creepers that buffress and arch were abke concealed, and the bridges were more like holiday arches of green boughs than the thoroughfares of weary every-day labor. The rivers swelled to an unusual volume by the long rains. Were roar ing over their rocky beds, whipped into a creamy foam. A few rude fleuring mills were driven by the swift-flowing torrent. The dams were a few boulders, tumbled into the stream, enough to divert a stream of water through a wooden sluice against a breast shot wheel. It was the first mechanical application of water power I had seen in Japan Each mill had a single run of small stones, driver by the simplest possible arrangement of cogs.
bolting was done by two sieves, one of which moved by water and the other by the miller's hands, and to which the flour was carried by hand in wooden buckets. The quality of the flour was fair, mak-

The hills are so steep that houses and temples are ranged in tiers, one above the other, like the sents of a theater. The floor of one house is on a level with the roof of its next lower neighbor, so that one might sit on his own garden-wall and look down into his neighbor's smoke aperture to inspect the family cooking. Leading away from the streets at frequent intervals are flights of hewn-stone steps, wide and deep, leading upward to temples, mias, and chapels, hidden amid shrubbery and trees, at the top-rarely conducting to a tea-house, as Mr. Olyphant supposes. Walls, flanking the streets, or inclosing private grounds and residences, too high for idle curiosity to gaze over, are numerous in ev-ery quarter. They are built of stone and pottery, and are overgrown til they are hid under a promsion of creeping vines, among which are the ivy and a variety of creeping ferns. The shops ar-less pretentious than the gayer bazaars of Yoku bama. A stranger is at first at a loss to find out the merchant princes of Nagasaki, who only indicate by a few cheap wares displayed on the lower front floor that in a rear room or up stairs they have for sale the heautiful porcelain of Hizen, the gilt islaid work of Miaco, or the lacquered and pearl work of Nagasaki. Among the merchants there were indications of a longer acquaintance with foreigners though the people were as demonstrative in the streets with their shoots of "O'hio," and we everywhere heard from the children " Button cashi. was something surprising to see the amount of foreign goods in native shops for native consump-French porcelains and calicoes, Dutch glass ware, and German cloths were common. So, too, there was some cutlery, perfumery and medicines offered, and I was more than once stopped in the streets with a request to buy gin at one dollar a bottle! I do not think the natives understood the bleaching effect of Holland's favorite beverage, or they would not have seen in my dark visage any signs of excessive fordness for scheapps! Instead of the horse, which is the universal beast

ing a dark but sweet bread

of burden in the eastern part of the empire, in Kinno more to be seen at Nagasaki than a gelding is about Yeddo Bay. Respect for animal life seems to be no stronger in Japan than horror of mutilation. During six months' residence, I have never seen a mare among many thousands of horses; then are carefully kept by the thrifty Japanese to in crease their own herds, and are never offered for sale not one being an ong the three thousand which the French and English have purchased for the war in China. I missed in Nagasaki the incessan stream of hie that pours through the Tokaido; the continuous tide of norimons and princely equipages, of armed soldiers, mendicant priests, traveling mountebanks, and all the varied grades of life that flow from and into the great capital. The 'Yeddo Road' at Nagasaki, a rough, stony way where two can scarcely travel abreast, i the beginning of the flow which passes around Yed-do Bay a full broad stream of human life, and is swallowed up in that ocean-like city of kuman beings. It was pleasant at Nagasaki to be out of the way of insolent officials, and not to encounter a party of sword-bearers at every step. The rela-tions of the foreigners with the Japanese have been pleasanter from the outset. Foreigners were better understood there. The Custom-House officials have sought to facilitate rather than hinder business transactions. There has been far less of mutual distrust, and none of personal insecurity. There are between forty and fifty foreign residents at Nagasaki. Trade wore a dull look. The Japanese were holding out for prices which the merchants could not pay. Of the few ships in harbor all but two were then in the English transport service. The exports from Nagasaki differ immaterially from On a pleasant afternoon, I clambered with a friend

up the steep sides of the highest peak that over-coke the city and bay. Far up its rocky sides cultivation had been extended. Little streams were dammed at the head of natural ravines, and made to water a succession of rice fields, distributed in artificial terraces wherever water was to be had.

Thus the bright emerald spathes of the young rice were gleaming several hundred feet above the level of the sea. Scattered all over the hill, from base of the sea. Scattered all over the hill, from base to summit, were the wax trees. The berries from which the wax is produced, hung in green clusters on the trees, in size and appearance like the wild-cherry clusters of America, just before they ripen. The bark of the tree resembles our white oak, and the leaf is like that of our locust. On the summit of the hill gentlement in terms. of the hill, embowered in trees, was an old shrine, whose sanctity was invaded by irreverent mold and sacrilegious creepers. There was an extended view from the summit. For many miles coastward all the indentations of the promontory were visible, winding inlet and shallow bay. Below us lay the city, the bay, and the shipping made toy-boats in the perspective. Between uand the distant Gulf of Simabara, rose the high volcanic cone of Woonzen Yama. Its crater, now inactive, though some eighteen miles distant, was plainly visible in the transparent, cloudless atmos-There were two banks of white vapor on its side, but whether clouds from above, or from its own boiling springs, it was impossible to determine. Down its crater, and into its boiling springs, were many of the native Christians hurled when ill-fated Simabara had finished its vain but heroic resistance. We descended the hill as the evening sun was burning low over the waters far away to the west, talking of other days in Kiu-siu, and plucking the ferns that grew in wanton profusion and variety by stone and stream, under the bank and among the mosses on the wall, so as

I had never seen thom growing elsewhere.

Desima has undergone its changes since the days
of Doeff, and Blemhoff, and Kaempier. New buildings crowd and jostle the old ones, some of which date two centuries back. The high fence inclosure was no lenger there; the posts sunk in the harber to warn off sunggling boats had disappeared; the Ottona and his servants no longer kept watch and ward. I crossed the stone bridge that connects the island with the main land, thinking of what footsteps had crossed it before mine. Of the haughty Portuguese, stiff in gold lace and brocade; of the old Dutch Governors, issuing forth on their annual excursion to the Imperial court; of the long train of Nagasaki Governors paying courtly visits. Could these silent stones only be changed into speaking chroniclers, what hidden secrets should come out! No heavy gateway any longer bars the entrance to Desima The guard-house is deserted and empty. I made my way to the bazaar in the The guard-house is deserted left of a fire-proof warehouse, and found re in repetition the same articles of merchandise that were displayed in the streets-crockery and lacquer ware, ornamental work in shell, and straw, and carved wood. Dr. Von Siebold, since his return to Japan, has not been a resident of Desima, but lives in a hired temple within the city limits. I had the pleasure of an interview with this veteran in Japanese affairs, by whom I was cordially re-ceived. I found him a hale, hearty man of sixtytwo years, still earnestly prosecuting his Japanese researches. He expects in two or three years more to take a final leave of the Japanese, to whom he seems to be sincerely attached. I regretted that want of time precluded a visit to a steam foundery on the opposite side of the bay, managed wholly by native artisans who have been instructed by the Dutch. Its pile of buildings and tall smoke-stack of brick are plainly visible across the bay. Dr. Meerdervoort, the resident physician at Desima, has a class of twenty Japanese medical students. The Gov-ernment provide a building for his school. Instruction in mathematics and astronomy is particularly sought after. I heard daily while in Nagasaki the roll of the drum where Dutch driff-sergeants were teaching military tactics to native soldiers. Unfor-tunately, visiting access to this military school is de-I, and I had to content myself with heaving the eat of the dram, which, considered simply as dram beating, was not an inspiriting performance. Whatever may have been their former errors, the Dutch or many years past have made praiseworthy efforts to introduce among the Japanese a knowledge of civilized arts and sciences. The Japanese have reeived their instructions in a manner that augurs well for the future.

FROM BOSTON.

Correspondence of The N. Y. Tribune. Boston, Saturday, Oct. 6, 1860.

This city has been inundated with a very deluge of the saints all the last week. Saints in broadcloth and saints in cripoline, they have poured through our streets and filled up our courches and parlors, and flowed into every cranny and corner of our hotels and houses. The oldest inhabitant cannot remember such a flood of missionary drift to have ever been known before. Many saints in the city entertained kindred raints from the country at hotels and eating-houses. More than two thousand were provided for by a Committee, and private hospitality was unbounded. At the lowest estimate, 10,000 people were congregated at e of the American Board.

Most of the time meetings were in progress in four different churches at once; and on Tauraday afternoon the Lord's Supper was administered to four crowded enthusiasm rose high. The apseches were warm a enkinding; Excelsion was the word on every and the single g was one burst of triumphal song from a thousand voices:

"We wait thy triumph, Savier, King!
Long ages have prepared thy way;
Now all abroad thy banner flug,
Set Time's g-est battle in army. "Thy hosts are mustered to the field:
"The cross" the cross" their battle-call;
The old grim towers of darkness yield,
And soon shall totter to their fall"

And seen shall totter to their fall."

One of the only two survivors of the Association that ficened the first missionaries of the Association that ficened the first missionaries of the American Board, the Rev. John Keep, now of Oberliv, Onio, went lack in review upon the majes le tramp of Providence from the birth and baptem of the infant that no when its jubilee, and touched with true alonguance the minute points of interest in connection with the formation of the Board.

Dr. Beman of Trey also, who knew personally all

Dr. Beman of Trey also, who knew personally all the founders and first missionaries of the Board, reviewed the group of death, and the march of God in the Grepel, for the last fifty years.

Your New-York merchants, William E. Dodge and William A. Booth, spake for the lasty, and led the van of progress signing earnestly for enlargement and no more retrenchment in the work of missions.

One thing only looked strange and inexplicable to outsiders in all this missionary furor. On Thursday alternoon, there rose to speak from the platform in the Trement Temple, just after the reading of the minutes, a gentleman who said he had a latef paper of inquiry on behalf of some of the churches and ministers who wanted the information, and could go, in in no other way, which he would accordingly read. Here the cut covered in the meal of the proposed inquiry being supported to be Slavery, the speaker was interrupted and pronounced to be out of order, on the ground of one of the by-laws of the body, which requires that all mathe by-laws of the body, which requires that all maters to be submitted to the Board must pass through the

the by-haws of the body, which requires that at masters to be submitted to the Epard must pass through the Business Committee.

The speaker, who proved to to the Rev. Henry T. Chrever of Connectiont, then sought the Business Committee with his paper of loquiry, by whom it was committed to the Sub-Committee on the Gaordon Mission of Africa. When, therefore, in the evening, that Committee reported, without any allusion to the gentleman's inquiry, he soon ross and moved as an amendment to their report this recommendation:

"That the Secretales be requested to inform this disarilin regard to the disposal made of the Memoral to Congress open the subject of the African savet see which was referred to the Fradestal Committee at the his meeting to Prindelphia, with instructions to this such action as, in their judgment is relations to their work as a Goad of Missions, shall seem to demand; and that a Special Committee of these to appended by the Chair to consider and report it its masting when to there are the interest of the part of this Board, to vindicate the honor of Christionity scandilized by the revival of the caserable state-trade as a feeder of Slavery."

He was processory with re marks upon the amendment, and had given as one reason for it that two of the missionaries of the Gaboon mission, had testified that one city, the metropolic of Christianized America, furnishes more slave ships yearly to rob Africa than all Christianadom furnishes missionaries to Curistianize it,

nishes more slave ships yearly to rob Africa than al Christiandom furnishes missionaries to Curistianize it when he was called to order by Chancellor Walworth Wind He was called to order by Chancellor Watworte.

Wind J Hubbard, and several others and the unheardof ruling for a deliberative body prevailed, that no
amendment to a report presented could be in order,
and the speaker, therefore, was silenced, and his

and the speaker, therefore, was shenced, and he amerdment was refused to be entertained.

Previously, however, an unknown man in the audience, whom I have since ascertained to be, as I then suspected a Demo rat, had been allowed to comment on the Report and to present an argument in the av. to show that money spen upon the Gatoon Misson was wasted, and that the African race could more be leavened with the gospel than a tump of anthracite coal could be leavened into good baker a bread. This sneer at the African so incensed a stranger in the back part of the house, tout he cried in a lout voice that every drop of blood in his veins tingled at the reflection made on his brother-man, and he believed it had no other origin than the internal spirit and sys-

tem of Slavery. Dr. Bacon celled the speaker to order as not a member of the Board, and having no right to the floor, and suggested that a policeman be called to quell the disturbance, which at once ceased, and Mr. Chever then rose with his amendment, suggesting a committee of inquiry in regard to the African Slavetrade, also suppressed as out of order.

committee of inquiry in regard to the African Slavetrade, also suppressed as out of order.

The next merning, Friday, the 5th, Mr. Cheever,
not to be put down without a reason for it, rose to a
point of order, and to a personal explanation, which
he said was always in order, and reviewed the ruling
of the previous day, asking how, if that prevailed, any
man, not a member of the Prudential Committee, or
not intrusted with something by the Prudential Committee, could ever be so in order as to submit anything
to the consideration of this Board. He was about mittee, could ever be so in order as to sabout snything to the consideration of this Board. He was about bringing the Chair to a revocation or reassection of the ruling by which he had been pronounced out of order, when he, the specker, was unfortunately interrupted again as out of order, by the Rev. Mr. Wolcot—for what reason was not apparent. But being thus stopped, and deprived of the floor, he could not get it again for that meeting and the point of order went by.

Mr. Cheever, however, in his brief review and argument, had submitted to the Board anew this proposition—which also received the go-by, and there ended the slave-trade and Slavery question for the year of jubiles.

which also received the go-by, and there ended the sinve-trade and Slavery question for the year of jubiles.

"That a Committee of Three be appointed by the Chairman to consider and report at the next an anal meeting of this iform whether any further a tion be necessary on the part of this Board in connection with our African Missions, to vindicate the honer of Christianity, new assadized by the region of the execusible slave-trade, as a feeder to American Slavery."

Mr. Cheever's notion before this American Board, though more simple and brief, was precisely to the same intent as Mr. Jay's late motion on the same subject, before the Diocesan Convention of New-York. Is

ject, before the Diocesan Convention of Naw-York Is it not an inexplicable marvel, that both of these gantlemen should be so met and bailled in their honest and orderly attempt to prorure a Christian expression in regard to the execrable clave trade, from those two great religious and missionary bedies, meeting at a juncture in our public affairs, like the present!

I learn that a gentleman from Montreal, John Dongall eq. who had made a very candid speech before the Board, upon the subject of the debt, and had said it was in his heart to invite the next meeting to Montreal, come to Mr. Cheever after the adjournment, and said to him, "Sir, I wish to tell you, sorrowing, how real, cance to Mr. Creaver inter an adjournment, and said to him, "Sir, I wish to tell you, sorrowing, how "different a reception your resolu ion would have met "before the London Missonary S ciety."

Well may the South argue, if there be such a reluc-

Well may the South argue, if there be such a reluctance to pronounce more the African slave-trade by a
great missionary body that meets, in that same slavetrade, its most formidable obstacle to the Christianization of Africa, and that, also by general consent,
embocies in itself the current Christianity of the nation
—then we may safely advocate its prosecution, and
may demand that the trade be made legitimate, and
freed from all its present disabilities. And it the
Christian conscience of the North, and its religious
offstizations will not condemn it, when it is legitimately before them for consideration, what moral
power is there in the land adequate to its overthrow?

I will tell you, gentlemen, of a power that is not in the church—that is not in the ministry—that is not in boards of missions, because Cotton has become their -it is THE ELECTION OF HONEST OLD ARE BY THE PEOPLE, who wil walk right through red tage and sules of order, so sure as his name is Abraham Lincoln; and will see to it that that Gaboon Mission such an apple of discord at this boasted jubilee meeting of the American Board—receive no more harm from

piratical New-York elave-traders.

MANY MINDS IN ONE.

PERILS OF VOYAGING.

To the Editor of The N. Y. Tribune.

Sin: I have been at home for some time, and have had the following article lying past me for several weeks. I did not think it worth while to ask you to print it, for I do not see the use of presenting almost any important subject to that his stupid thing—the public. However, as disaster on disaster cones on, perhaps it may open its sleepy eyes and look, at least if THOS. A. DEVYR.

Your ship is alone in the desert ocean. Her steam pulse beats unceasingly, and day and night she travels on to her destination. Her venture is crowned with success. Her three hundred human lives are landed in safety; again she ventures-again she succeeds: so often that success seems a foregone certainty. But is it over so? Is there not always mortal danger in crossing the oc an desert in a solitary ship—especially in a steamship freighted with men, and women, and children ! D es not every additional human being on board increase the danger of fire ?-of fire, that greatest of all colamities-one that is forever lurking at your side like a concerned with our Customs service are a few of that class of men who " live only in order to eat and drink." A convenient sample of those accompanied us down New-York bay. Wit and song, and champagne, in tensify each other, till they are apt to become uproarions. So, at least, it was in our case, and I am afraid that festivities in the cabin throw more or less of their influence into the forecastle.

However that may be, a number of the crew, sent to regulate the freight and luggage below the grand ssloon, seen ed excited to more than the sailors' habitual recklessness. They were working by the light of a large lamp, fixed upon a wood-u pedestal two or three feet high, and perched upon a heap of hoxes and la gage. The glass chimney of this lamp they contrived to break, and the liberated flame shot up in a large, dangerous column. The work was directed by an under-steward, whom the sailors despised, and who was not, eitler in grade, or intellect, one whit succeior to themselves. In short, the sailors were excited and without control, when half a dozen passengers rushed down and took possession of the lamp; procured anow chimney for it, and held it in their hands till the work was terminated. Had they not done so, there was great danger that it would have been overtoried among the heap of inflammable ma crials by which it was surrounded. What, then Why probably one other lost ship! one other "sensa tion" through the public mind. And that would be a l.

We are three days at sea. The weather is brightthe ocean slumbers, and toose two boys, who chars each other along the de k and down the stairways, seem very happy. They are stewards' assistants and are sent to the looker or storeroom in the lower hold for bettled liquors. The place is full of dry straw, in which the bot les have been packed. There is no light but what enters by a trap-door; so they bring with them a gua ded has p and lucifer match to fit. The lamp is lighted, and the match thrown milde-not exactly into the straw but beside it-on a woo len bench. There, by good lack, it hissed and expired, without leaving our fate a conjecture for future times.

It is Setarday evening-weather fine, and we expecto see the Irish court to morrow. Forward, the sailors have gone back three thousand years, and present you the dromatic muse, probably as she first showed herself on the earth. A quarreling, kissing wife and husband-a lover-jeslousy-a judge-a constable. A crude solid at empt at mature, both in costume and dialogue-rewarded by "shorts of laughter and ap-

But, silence! The quarter-deck is cleared, and, tired with the acstasies of the piano down states, the woole "cabin furnishme" is up, gyrating to "The Young May Moon, 'as it vibrates from the elbow of a Galway fiedler-a Galway fideler bisherto undistinguished among the steerage passengers.

Inform health is a promoter of regular hours, and, as I was reliving from the gay scene, the staward informed me that a light was in my room, which en passant was the remotest in the whole ship. I reached it just as a sprifig candlestick had discharged the socket con taining that same "light" into a place that would have paickly lighted a flame, the very existence of which might not have been known till it was past all human ren edy. But I reached the remote room just in time. Relating to this subject, I found the following printed

regulations hung up:
"On discovery of fire, the officer on watch shall acquaint th

'Ring alarm bell, stop the sugines, Bostswein call hands to fire quarters. Chief officer superintend, generally fore and aft. Carpenter ris pumpt. Second officer superintend their working. Crow fore and maintepmen, not engaged in beats.

Third Officer are all leasts clear for lowering, with bow and

first oursine in to assist. Set boys to fill beakers with fresh water, and put plugs and compass into each boat.

"Fourth Officer tend fire-annihilators with four hands, and eep the key of magazine valve for flooding.

" Bestswein muster all hands, not otherwise stationed, on the querter-ceck, to trim sails, as required, and hand along water.

"Chief Engineer will remain with the watch in the engine com, and keep his crew to duty.
"First Boatswain's mate and two hands tend hose. Second

Boatswain draw water.

oatswain craw water.
"Chief Steward muster servants with wet blankets. "Cock and servants get bread and provisions, and pass into the boats to which they are stationed.

"Storekeeper to serve out portable provisions. Clerk and region to see passengers ready to get into boots when the order a given, not before. Starboard passengers, starboard boats, port passen pre, port

outr. "When the order is given, crew repair to their respective

tosts, and passengers in proportion to each boat."

But what is to be done with the passengers for whom there is no boat? What could be done? The beats of the Brazil would float 200 people-there were 400 on board !

Indeed, toats are a precarious refuge in the midst of a lonely ocean. Sometimes they save life-sometimes they merely prolong the torture of dying.

The Cunard line, which I am told has not lost a life at sea for many a year, is less dangerous than the others. But even in that line the presence of danger is acknowledged by the presence of a life preserver for every passenger on board. Besides, this is the aristocracic line; lowest figure, \$90; or, if you would lay up a foundation for the gout, then the figure is \$130.

I have dwelt thus long on the subject of fire, because it is by far the greatest danger that lies in wait for a ship on the desert ocean. Thick wea her bringe, also, the danger of collision with other ships, with icebergs, and even with the concealed land. In the present modes of navigation, a certain proportion of the royageurs are sure to perish. Man bas not yet achieved a complete victory over the dangers of the

Will he ever achieve it? Is it within the scope of his powers to do so? Or is the boast

"Britannia roles the waves" to remain as lasting a lis as the other boast that rhymes to it?

On her first Summer voyage outward this year a large ship "came out of the fog" so close to the Pereia that, though the latter instantly put her helm about, they passed each other at a distance of twenty feet Both were under full headway at the time.

In the last Spring voyage of the Circussian (Galway line), that vessel was within a few yards of Cape Race when its giant front bomed out of the eternal fog. Her safety was secribed to an active young man on the kokout, and who was created Quartermaster for his efficiency. These two facts I have from eyewitnesses. Such narrow escapes are counted by har dreds.

Msn is the earth's master. His supremacy has been tested in all needful things. But he is, for so far in the world's history, the mere toy and plaything of the ocean. How truly does the great bard exclaim in his Address to the Ocean.

"His steps are not upon thy paths-thy fields Are not a spoil for him—theu dost arise

And shake him from thee—the vile strength he wields Spurning him from thy bosom to the skies, And send at him shivering in thy playful spray, And howileg to his gods, where haply lies

Fis petty hope in some near port or bay, And dashest him again to carth." Is man to continue farever the vanquished of the scesn? I think not. I think he is destined to become its conqueror, its complete master, by-and-by. If you give me permission, I intend to speak on that subject

n another letter. In the mean while, will you, gentlemen, or will men in authority, give me a direct answer to a distinct question?

Can an ocean steamer be so constructed of iron as to be entirely incombustible? And could that same ves sel be so "compartmented" that she would still float securely if one, or even two of her compartments should be crushed in by collision either with rocks or other vessels?

If this desideratum may be reached, what excuse have we for imperiling so much human life? D.

CITY RAILROADS-MR. P. B. SWEENEY.

To the Editor of The N. Y. Tribune Sin: I confers, on the whole, to a sense of obligation for your allusion to my connection with the City Rail-

read legislation of last Winter, notwithstanding the very unfriendly spirit in which it is made, because it furnishes me with a public opportunity to state my position in the matter. I claim that my connection with these railroad acts

has been legitimate and justifiable. I will state the facts. In the first place, it is untrae that I am a grantee, directly or indirectly, in every railroad act of last Winter. I was named as a grantee in the Saventhavenue Railread act, but, as will be seen, more as trustee for parties and interest entitled to indemnity and protection than for my own benefit. I have been connected, during the past seven years,

personally and professionally, with gentlemen having a large pecuniary interest in the lines of omnibuses operated on Broadway, as well as other parts of the These gentlemen, believing that additional railroads

were inevitable, concluded, in the year 1850, that their most prudent course of faction was, if possible, to iden-tify themselves with the railroad movement, and secura indemnity in the grants to be made, for the injurs which they would in their business and property sastan. In this line of policy I coincided, and united with them in a common effort for their and my own protection.

The builts of this communication will not permit of argument to show that those engaged in the omnibus beames in this city were and are equiphly entitled to reasonable indemnity for injury to their interests, which will be caused by the introduction of competing railroade. Such an argume his e-railroly not necessary in The Transuse, for your paper has considerably and constantly asvocated the justice of the orizotele.

In the Winter of 1850 I had asveral interviews with Mr. Gracley in regard to the position of the stage in-

therete, urgung upon him their right to indownity against the proposed new railroads. He request done to embody my views in a communication. I did so, and although the paper occupied several columns, he prolished it without charge, adding an editorial in strong approbation. I have had no agency in this cair at business, but to secure what The Thurws declared it was right to demand and just to have granted. If from any cause the railroads are not established, the stags business will go on in uninterrupted prosperity, and my sock has pretty regularly paid me ten per each per annue, which I consider a very fair and compensating return on call all which, in a great degree, takes care of itself; but if the railroads come we are in a position, to be sore, of abundant protection. This very confortable state of things, I admit I have been so new hat "neive," but not dishouest, in bringing about. terests, urging upon him their right to indemnity against

cally with these—but my interests are divided with others, and are not of such a character as to create apothers, and are no of such a character as to contribute that too generous a concession has been made by the Legisla use to the particular stage interests represented by me. If it is if my importance to the public to know the names of these interested with me, and the tracise extent of each individual's share, will, with their permassion, cheerfully furnish the information to all the world. No persons but those directly or indirectly interested in the stage business have stry connection whatever with me in these grants, or the interests with which I am identified. Yours respectfully, PEER B. SWEENEY. No. 41 Wall street, Oct. 1c, 1980. [Mr. Sweeney is undoubtedly right in asserting

that THE TRIBUNE has always maintained that, it City Railroad grants are to be made to anybody, the proprieters of Stage property which those Roads will displace and destroy are entitled to eral consideration in the making of those grants or in the allotment of stock in the Roads. But Mr. Sweerey is quite aware that the Fusion party is doing its utmost to cover with a lium not merely the Legislature which made the grants, but the party to which a majority of its members belonged, because of the legislation of last Vinter-that this was conspicuously done at the Fusion meeting of Monday night. We, therefore, while we condemn generally the legislation in question, feel bound to show particularly not only who passed the bills in question, but who solicited and profited by their passage. If this sort of warfare is not pleasant or profitable to Mr. S., he must blame his political associates who force it upon us .- Ed.]

CASHMERE GOATS IN KENTUCKY -G. W. Ogden of Fayette County, Ky., has a flock of eighty Cashmere geats, or grades of that blood, transformed by four or five crosses from the ordinary scrub goats of the country to valuable fleece-producing animals.

POLITICAL.

THE CANVASS IN NEW-YORK. H. B. STAUSTON will speak At Skaresteins.......Tuesday, Oct. 16,
At Albany..........Wednesday, Oct. 17. The Hop. CHARLES L. BEALE will speak

At Waterford Monday, Oct. 15.

owing meetings:

At Marcellus.....

C. M. Derew will sneak At Yonkers......Thursday evening, Oct. 11. COOK'S NEW-YORK GLEE CLUB will sing at the fol-

.Friday, Oct. 12. Saturday, Oct. 13. At Buffalo..... At Utica..... ... Monday, Oct. 15, At Fort Plain..... ... Tuesday, Oct. 16. ... Wednesday, Oct. 17. ... Thursday, Oct. 18. At Albany..... At Rochester..... Monday, Oct. 22. At Syracuse At Carundairus..... The Hop. JAMES O. PUTNAM will speak At Seneca Falls.Friday, Oct. 19.

-The Po'irical Text-Book for 1860 contains a table of the popular vote for President, by States, as far

oack as 1824. Politicians of all parties should have it. -- E. S. Cleveland of Connecticut, who spoke last night at Rahway, N. J., is to pass a portion of the time between now and the 6 h of November in stamping that State. He has been for the last fortnight in Pennsylvaria, in the counties of Lycoming, Centre, Clinton, Union, Northumberland, and Sallivan, all Democratic strongholds, but which bore testimony to his efficient service by an upprecedented Republican vote in those counties on Tuesday. Mr. Cleveland predicts that Pennsylvania will give Lincoln and Hamlin a majority of 50,000.

PERSONAL.

-The following song was written at the time that Victoria ascended the throne of England. It was set to music by Charles E. Horn, and sung with eathquiastic applause by Miss Inversarity. It was afterward communicated to the English press by James Sheridan Knowles, with introductory remarks complimentary to the first lady of Europe, in which the distinguished dramatiet gave it as his opinion, that "the sentiments it embodies are every where responded to throughout ti e Republic." How well the same feeling pervades, to this day, the whole American community, recent and current events have rendered a matter of history. We copy the lines from the edition of "Morris's Postical Works " just issued from the press of Scribner & Co., of this city:

Lady of England-o'er the seas Thy name was borne on every breeze, Till all this sunset clime became Familiar with Victorie's name Though seas divide as many miles, Yet for the Queen of those fair loles Which gave our fathers birth, there roves A blessing from this Land of Groves,

"Our Fatherland!"-Fit theme for song! When thou art named, what memories throng Shall England cease our love to chilm ! Not while our language is the sam Scion of Kings! so live and reign, That when thy nation's swelling strain

Is breathed smid our forests gree

We, too, may sirg " God save the Queen " On her recent visit to Edinburgh, the Queen visited the tomb of Bonenomi, an Italian dressingmaid, formedly attached to her Majesty, and over whose remains the latter had caused a monument to be raised. This visit is only one of several which the Queen has made to the same spot.

- 'Everybody in Naples, "says a recent letter, "no w occupies himself or herself exclusively with politicseven the children do so. I just heard a little boy five years of age, say to a girl of three, 'Will you play with me? I will cry, 'Long live Garibaldi!' you shall answer, 'Long live the King!' and I will then kill you.

-As our very estimable and clever friend, Mr. Ger ard, saw fit at the H., S. & T. meeting, the other night, to allude in most disparaging terms to the personal appearance of Mr. Lincoln, thereby suggesting that the merits of a public man are to be estimated by a reference to his beauty or want of it, an anecdote which is current at the bar in this city, may be apropos. A few yearseince, a ratter undersized, red-faced gentleman. where initials are J. W. G., was trying a cause, and was opposed by a courselor of vastly more liberal dinensions. In the course of a somewhat animawd discussion the little gentleman, in speaking of his adversary, compared him to an elephant. The big man locking down for a moment upon his antagonist, replied, in substance, that it certainly might be unfortunate for a man to resemble any member of the animal kingdom, but if such comparisons were to be made, he would rather look like an elephant tuan a monkey. The small man directed the attention of the court to the meri s of the case immediately. People who want to make funny remarks ought to have good memorias.

-The following, translated from the Italian manuso ist of Garibuldi himself, will be read with interest at this time. He says, referring to his first visit to Rome: "My second voyage was made to Rome, in a vessel of my father's. Rome, once the capital of the world, now the capital of a sect! The Rome which I had painted in my imagination no longer existed. The future Rame, rising to regenerate the nation, has no w long been a dominant idea in my mind, and inspired me with hope and energy. Tooghts apringing from the past in short, have had a prevailing infly nee on me during my life. Rome, which I had before admi ed and thought of frequently, I ever since have loved. It has been dear to me above all things. I not only admired her for her former power and the remains of antiquity, but even the smallest thing connected with her was precious to me. Even is exile these feelings were constantly cherished in my heart, and often, very of en, have I prayed to the Almighty to p rait me to see that city once more. I regarded Rome as the center of Italy, for the union of which I argently longed.

- Constantinople papers announce the death, in his 10th year, of his Highness H Hami Pasha, son of the late Ablase Pasha, Vi eroy of Egypt. He had been ailing for some days, and on the 9th ult. was seized by a sudden attack. It was soon apparent that the parient was beyond the reach of medical help, and, after being insensible for some time, he died about an hour and ahalf past misinight. The deceased Prince, during his youth, made reserved long visits to London, in the course of which he acquired a singularly fluent command of the langrage. He also passed some time in Paris, and mastered the French language, too, but much less perfeesly than English. In June, 1858, he was married to Munice Sultana, the youngest daughter of the Sulsan, and since then occupied the post of a minister without por folio. The property left by his Highness is very arge-notwithmanding the vast reflection which it has suffered by his more than princely extravagance, and up till lavely, by the bad management of his agouts. His debts are said to amount to £400,000, yet, ever after the liquidation of these there will remain an immense su plus to be inherited by his mother and widow-bis heirs according to Mohammedan la w. -A correspondent of The Aberdeen Free Press, near

Balmoral states that several years ago her Majesty on leaving ber hig land residence for the season promised to Jenny —, daughter of a cotter in the viinterval some very important State affairs pas-ed and the Opeen was over in France on a visit to the Empe ror. The promise was all-but forgotten on the one side-that of the Highland girl; not so on the other, for on arriving at Balmoral next season, her Majesty presented the humble lassie with the promised toy, remarking, "See, I have not forgotten you."

- The N. Y. Daily News of Wednesday says:

"Our obituary column to-day announces the death at Belchertown, Mass., on the 4th inst., of Dr. Horsto Thomson, aged 57. Dr. Thomson was a well-known Thomson, aged 57. Dr. Thomson was a wall-known and most valued citizen of the section of country in which he had long resided, and was justly colebrated as a medical practitioner of marked ability, for his many exalted virtues as a man, and for the high moral and pure Christian character he ever maintained through life. He was a son of the well-known and eminent physician, the lats Dr. Furdon Thomson of Connecticut, and brother of our worthy friend and fellow-citizen, Col. George F. Thomson, for several years editor of The Daily News, and now in the office of the Mayor; of Dr. Char. S. Thomson of New-Haven, Coun. and of Samuel Thomson, formerly of Litica, in this State, and now of San Francisco. Beside these, he has left many warmly-attached friends to mourn his said demise, and none more than in the wide field of his long and successful practice."

CHAMBER OF COMMERCE.

CONFERENCE WITH WM. S. LINDSAY, M. P. CONFERENCE WITH WM. S. LINDSAY, M. P.
The Chamber of Commerce met on Wednesday
afternoon, at their rooms in William street, for the
purpose of having a conference with William S. Lindeay, M. P., of Sunderland, England, on the several
important questions which formed the subject of his
address at Clinton Hall, on Tuesday evening.

The Clinton was present. Pelevin. address at Clinton Hall, on Tuesday evening.

The following gentlenen were present: Pelssiah Perit, Royal Prielps, C. H. Marshal, D. Ozden, G. W. Blunt, W. Nelson, J. H. Brower, Geo. Opdyke, W. S. Griffiths, J. DePeyster Oyiea, and T. Debou, esqs. Lient, Ammen, U. S. N., and several Marine Insurance Presidente, were also present. The first question discussed was:

The Responsibility of Shipowners.—Mr. Lindsay said he wished to make a few remarks on the question of responsibility of shipowners. The laws of England and America, to far as they had reference to the sub-ject were almost practically the same. A shipowner who would provide for the safety and comfort of his who would provide for the safety and comort of his passengers, was levied in a corresponding manner for the improvements which he had made. For lastance, a ship valued at \$100,000, which provided for the asfety and comfort of its passengers, was responsible for a ratio of that amount, while a vees-i worth only \$30,009, which was not so suitable for such a purpose, was only likely for a proportionate sum. It might be perhaps libble for a proportionate sum. It might be perhaps better to follow the practice of the Eeglish snipping merchants, and place the rate of each ship at £15 per

Mr. Penir inquired if the speaker did not think that sum too high.

Mr. Lindsay thought not. The law in relation to

he matter had been passed at a time when passenger ships were not provided with suita. Is accommedations, file believed that it would be advisable to take measures to assimilate the laws of both countries. The glish shipowners, but that starute did not apoly to the shipowners of the United States. Mr. Linds-y illus-trated his starement by referring to the case of the col-lision between the ships Tuscarora and Wm. Foster both American vessels. The case has been tried in England, and the owner of the Tascarora was held responsible for \$10,000. Nine thousand dollars had been paid into Court, but another ship belonging to the luscarora was afterward held for several thousand dollars in corsequence of the same collision. Had the law of England applied to such a case, the responsibility of the American shipowner would have been limited, and the case settled in the first instance. He was of opinion that it would be expedient to organize a convention to discuss the subject, and bring the matter before Congress. It would be well not to differ about of the question, but to establish a great

principle of resiprocuy.

Mr. Brower would rather see the laws affecting such cases remain as they were, than to settle the question imperfectly. The speaker then gave his views on the

esses remain as hey were, 'as no settle the question in detail.

Reads and Signal Lights.—The subjects of the "roads" adopted by United States and English vossels, and the signal lights used by both were then brought up, and a decultory conversation followed upon them. The members generally were in favor of the uniform system of lights and roads for both nations.

Provision of a officialist committed at sea.—Descriptions. Punishment of offenses committed at sea-Desections

A.c.—The nex quantion discussed was the a fvisability of adopting effective measures for the punishment of let ders at sea, whose ships might enter the ports of ther nation. Mr. Lindsay was of opinion that if laws were passed

for the purpose of bringing those who hid committed crimes at sea to justice, who her their vessels should come into the har ors of the United States or England, it would advance the interests of both nations. In reference to descritions from ships, that was avoided in reference to describes from ships, that was avoided in England by the organization of shipping officers; and he thought that is the hody were easels shed in the United States, describes from their vessels would not occur. The United States did not receive in England the benefit which those officers were competent to give, but if a system of recip ocity was established, he had no doubt that all such advantages would be consided.

Mr. Brower was of opinion that no law could reach describes in the country. A body of men, sometimes armed, were builded together to effect the describes of seamen, and all they had hitberts done.

sometimes armed, were banded together to effect the descripts of seamer, and all they had hitherto done, or could do, would not abolish the evit. There was a class of boarding-house runners and 'and-sharks who gathered around vessels, and prompted the men to escape. At force time, force of his vessels was detained 15 days beyond the appointed time.

Mr. Lindbay said that a similar state of things existed in England in 1852-4, but they had pussed a flaw which rest the evil, and although that class known as the "crimps" in England had delied them to carry out he measure—when it became a law they were dispersed like the dow before the morning suc.

The Constitute Trade—The coasting trade of the United States was the next time of discussion.

The Coasting Trade—The scassing trade of the United States was the next tieme of discussion.

Mr. Lindsay maintained that as England allowed the United States the privilege of entering and trading with her colonial postersions, it would only be carrying out a just principle of ce iprocity to open the coasting trade of the United States—which was now delayed exclusive. The Michael of the Colonial clared exclusive—to English vsssels. Of course, the mere consting trade of England itself was only a bagatelle to that of America but toe privilege which En-gland had given the United States of Free-Trude with her colonial possessions was far greater than the profits of the coasting trade would be to England, if they

Mr. Bnower was of opinion that if the cousting the United States. The trade which American vessels had with the Colonial possessions of Great Britain was not at all equal to what their coasting trade might be to England. He thought if they recommended such a nessure it would only bring odium on the Chamber of Commences.

Commerce.
Mr. Lindsay said the principle of reciprocity was established by the great stat smen of the United States, and he could not see how the Chamber would bring odium upon lissly by recommending that the United States should deal with England as England had dealt ith her. Mr. Brower knew that when England had opened

the trade of his Colonies t. America, her motive was to benefit herself, not the United States.

Governmental Subsidies.—Mr. Marshall called attention to the system of subsidiing steams a hy the Government of Ecoland. He viewed that system as alwar upon American enterprise, and hoped it would

aboli hed A discussion followed upon the question, but no formal action was taken upon it.

The following recome and dary document, in refertee to the several subjects was read and approved:

T e Committee spreed that the application or mam-rial to Congress on the subject of 1 Collisions at No be so modified as to propose an interna-tional law to previde for unific up per arise alice applicable to within and American ships in both countries, or in the courts of

both in and American ships in both countries or in the courts of both

2 ** ights at Sea - The Committee sgreed that recommandations be made to Compress to adopt a low requiring our ships to carry lights, as demanded by the Neglish less.

3. Crime at Sea - Helmon eclass and petty crimes. The Committee recommend that the Chamber of Committee eclarists with Mr. Lindsay in regard to a similations of the laws, and augment the establishment of shipping offices in his locating parts.

4. Registration of Ships. The Committee adopt the propriety of debate as to reciprocity of resistration of ships—first foreign ships in his posts.

The Committee also the foreign ships in his posts.

The Committee also the Control of the Committee adopt allows to foreign ships in his posts.

The Committee also colocide with Mr. Lindsay, as to opening a debate on his consiling trade generally.

5. Coming Trade—It will give English ships the privilege of coasting between Alismin ports and Positio ports. England by her laws having allowed fireign ships to ply he were any home ports and cloudial ports all over the world, and from one colocy to another.

The suggestion was made that, should the United States concede her coasting trade, England would, no

State 8 concede her coattles trade, England would, no doubt in return relinquish her light dose, local charges, cassing tells, and cou put ory pit tage, and might open her casting colonial trade, on the lakes, &c.

The meeting then adjourned.

A NEW PLOWING-MACHINE -R. F. Hedson and H. A. G. Pomeroy of this city have just patented a new plowing-machine, the principle of which is en tirely different from any of its predecessors. We may suppose two cart-wheels with geering upon the inner face of the spokes which drives three shafts hung in as oscillating frame, and lying back at the rear of the axle, by which three furrows, each a foot wide and a foot deep, are not only to be turned over, but theroughly stirred up and pulverized; the operation being something like worming a screw brough the soil in so sapid a manner that it keeps the earth flying around in

a circle and that of the three diggers mixing through each other We hope the inventors may succeed in getting a foll-sized machine to work as well as the model indicates.